

Section 2 permits the legislative body of a county to enact an ordinance to authorize a local school district to install and maintain a camera monitoring system for the purposes recording violations of KRS 189.370—passing a stopped school or church bus. School districts are permitted to contract with a private vendor for the installation and maintenance of the equipment. County government is permitted to enter into an interlocal agreement to implement and enforce such ordinances.

Section 3 allows the legislative body of the county to set the amount of the civil penalty for a stop arm camera violation but shall not exceed \$300 for the first civil penalty and \$500 for each subsequent civil penalty issued within a three-year period. All revenue generated from a civil penalty shall be retained by the county less any required court costs.

Section 4 requires that an ordinance adopted in accordance with this legislation include specific processes and documentation that must be utilized in issuing a violation.

Section 5 defines the procedures to contest a stop arm camera violation and establishes defenses. It requires a violator of a stop arm camera ordinance to pay the fine or contest the violation within 60 days. In counties with a code enforcement board, a contest of a stop arm camera violation established by this legislation shall be conducted in accordance with KRS 65.8825-65.8831 (Code Enforcement Boards) which detail procedures for enforcement proceedings, hearings, hearing officer duties, and appeals. In counties without a code enforcement board, the District Court shall conduct the hearing and the County Attorney will defend the violation. Court cost may be deducted from funds paid to the county.

Section 6 allows for suspension of vehicle registration for failure to pay a fine within 60 days. Counties will notify the Transportation Cabinet to release a suspension within one business day of collecting the funds to satisfy the civil penalty.

Section 7 amends KRS 189.990 to raise the maximum fine for the first offense of passing a stopped school or church bus while the stop arm and signal lights are activated, to \$300. It also removes the provision for issuing a courtesy warning for violations of KRS 189.125(3)(b) -- Requirements of Use of Seat Belts, Child Restraint Systems, and Child Booster Seats.

Section 8 amends KRS 189.370 to add language requiring that when a school bus is stopped upon a highway of four lanes or more and is not divided by an elevated barrier or an unpaved median, traffic must stop in both directions.

The fiscal impact to county government is not determinable, expected to be positive but not significant.

County government may see an increase in revenue due to receiving all of the civil penalty revenue for stop arm camera violations less any court costs.

According to data from the Administrative Office of the Courts for fiscal year 2021, local law enforcement issued 168 citations for violation of KRS 189.370, which resulted in 50 convictions.

Local governments that choose to create ordinances will incur costs associated with the drafting, publication, indexing and recording of adopted ordinances. According to Kentucky League of Cities, most cities, especially the smaller ones, retain their city attorney on contract and pay on an hourly basis. Time spent drafting an ordinance is influenced by its complexity and the amount of research that is necessary. In FY 2020, the average hourly rate was \$107. Rates for legal notices vary greatly depending on the length of the publication, the number of times it needs to be published and the newspaper in which the publication is placed. Therefore, these costs are unknown.

Part III: Differences to Local Government Mandate Statement from Prior Versions

Part II, above, pertains to the bill as introduced.

Data Source(s): Administrative Office of the Courts, Kentucky League of Cities, Kentucky Municipal Statutory Law, Informational Bulletin No. 145, Revised September 2021

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